# 8,330 FOOT SPAN ACROSS HUDSON IS CONTEMPLATED

Financiers and Railroad Executives Take First

sades with Manhattan at or about Fifty-ninth street at last finds renewed promise of realization.

It became known yesterday that at a meeting of railroad executives. financiers, industrial leaders and capitalists held Thursday evening in the Metropolitan Club, resolutions were adopted directing a committee of what is to be known as the Hudson River Bridge and Greater Port Movement of New York and New Jersey to take steps for the organization of a great public movement looking toward the building of a bridge across the Hudson River and making certain important related improvements at the port of New York.

Gustav Lindenthal, engineer and builder of the Hell Gate span and many the declaration of one manufacturer that seem likely that the case will be conother famous bridges, presented his the union was trying to force him to cluded before Christmas. plans for the construction of a bridge with twenty lines of traffic and equivalent in capacity to twenty underriver

### Notable Guests Present.

Some of those who attended the meeting in the Metropolitan Club were: Thomas F. Ryan, capitalist and railroad director; Samuel Rea, president of the Pennsylvania Hailroad; Charles M. Schwab, chairman of the board of directors of the Bethlehem Steel Corporation; Legong F. Lorge, chalman of the

g the guests also were members Real Estate League of New

as from Washington Square to Fortysecond street. The great single span
across the Hudson would be 3,000 feet
long, a few feet short of the combined
lengths of the Brooklyn and Manhattan
river spans. It would be the longest in
the world. It is to be suspended from
two enormous cables, each five feet
thick, attached at either end to a pair
of towers between 700 and 800 feet
high, which would be equivalent to
sawinging the structure from two pinnacles as lofty as the Woolworth Buildfing. The sustaining cables of the old
Breeklyn Bridge are only fifteen inches
thick.

Embraced in the general plans are a
huge freight yard in Jersey City, an
dievated freight railway, connection in
Manhattan with the New York Central
system, a great union passenger station
in Manhattan for all steam railroads
which now have their terminals on the
Jersey side, and a platform conveyor
beneath Fifty-seventh street.

The bridge, which is to hang at a
mean zeight of 150 feet above the river,
is to have two decks, accommodating on
the lower deck four freight and passenger train tracks, and on the upper six
rapid transit tracks, besides two broad

ger train tracks, and on the upper six rapid transit tracks, besides two broad difveways and passenger promenades. Its augregate trackage capacity, it is said, would be seven times that of the present Pennsylvania Rallroad tunnels

# To Meet Port's Needs.

Resolutions were adopted at the Met-ropolitan Club meeting pledging those present "to bring to the attention of the public and private authorities concerned the conditions and facts relative to the urgent necessity for traffic and termireal improvement at the Port of New York: to foster by every proper means the great work of constructing and equipping along practicable and financially sound lines a highway and ralipoad bridgs an development and realities as may be required to meet the public need, to support any proper measures looking toward a coordinated and harmonious development adequate to the needs of the Port of New York as the principal gateway to America for the commerce of the world, and to encourage the employment of ongineering courage the employment of ongineering courage the employment of engineering the contract of contrare the employment of engineering to accept such reductions temporarily. It is and architectural designs compatible in technical perfection and in dignity and beauty with the importance and denguitude of the works contemporarily.

HEBREW ORPHANS SHOW SKILL MERCHAND AND ASSISTANCE AND ADMINISTRATION OF THE PROPERTY AND ADMINI

When Mr. Lindenthal last July ex-When Mr. Lindenthal last July explained his project to the Mayor's Committee on Permanent War Memorial he said the undertaking would be amortized, each passenger, freight or other service utilizing the bridge paying under a toll system a proportionate share toward defraying the cost of the enterprise. The United States Government, he said, would become the final owner at cost price in exchange for tax free typer cent, bonds. The treatment of the vast bridge as a war memorial, as was then suggested by the Mayor's committee, Mr. Lindenthal said, would be a matter for subsequent consideration.

# SHUBERTS CALL HALT ON **EXTORTIONATE SPECULATORS**

Theatrical Firm Will Refuse Tickets to Brokers Who Charge More Than Fifty Cents Excess on Each Seat.

Lee Shubert confirmed last night a managers who will be bound to join report that his firm was to begin a vigorous campaign to restrain theatre ticket brokers from charging their present extortionate prices. The Shuberts law, and is already in a position to have called in a second managers who will be bound to join with them will cooperate actively with William H. Edwards, Internal Revenue ticket brokers from charging their present and is already in a position to start prosecutions against eight agencies.

Steps in Project.

Steps in Project.

COMMITTEE IS FORMED

Lindenthal. Hell Gate

Bridge Builder, Submits

Definite Design.

OFFERS 20 TRAFFIC LINES

The long cherished dream of a great suspension bridge spanning the Hudson and linking the New Jersey Pallisades with Manhattan at or about Fifty-nint street at last finds re
Title on the palling to the palling the prosent extortionate prices. The Shuberts and the other managerial companies to the managerial campaign is that the large, reputable genetics, who generally restrict their remitums to 50 cents as a charge for the managerial campaign is that the large, reputable genetics, who generally restrict their remitums to 50 cents as a charge for the managerial campaign is that the large, reputable genetics, who generally restrict their remitums to 50 cents as a charge for the managerial campaign is that the large, reputable genetics, who generally restrict their remitums to 50 cents as a charge for the managerial campaign is that the large, reputable genetics, who generally restrict their remitums to 50 cents as a charge for the summand of the summan

# COURT RESTRAINS **COERCIVE PICKETS**

junction on Plea of Clothing Manufacturer.

Justice Leonard A. Glegerich in the resume his business when he decided Clothing Manufacturers Association of New York, stated that his organization has been collecting evidence of graft and oppression on the part of lesser Amalgamated officials and would present it soon to District Attorney Swann, asking for a Grand Jury investigation into the entire clothing industry.

The Court had announced its intention of holding session to-day if the jury box

of the Real Estate League of New
Jersey.

Possible Cost \$200,000,000.

It was decided by those at the meeting that it would be feasible to finance the gigantic project by means of private the signantic project by the signantic project by the signantic project by the signantic proje

executive council of the United

The executive council of the United Textile Workers of America, representing from 400,000 to 500,000 textile workers, mostly from New England, met yesterday in the Bible House. Astorplace, and drew up resolutions advising all textile workers to be prepared for a war to force the open shop upon them. The workers were advised not to strike "at this time, as that would be very satisfactory to the employers and would greatly assist them in their open shop propaganda." They were directed to perfect their organization, both as a textile union and a component of the American Federation of Labor, so that they may be prepared "for the battle we are determined to wage when in our judgment we feel the proper time has arrived."

Exercises To-morrow.

# 11 JURORS IN NASSAU

Justice Giegerich Issues In- Prosecution Expects 12th Monday and W. H. Busteed, a Material Witness.

Supreme Court yesterday granted an tory jurors to try the case of the four ofinjunction restraining the Amalgamated ficials of Nassau county who are accused Clothing Workers of America from "co- of conspiracy to give protection to the ercive" picketing. This action followed proprietor of a gambling house made it

After two days of examining talesme there was no profit in it. At the same only five jurors were in the box when time William Bandler, president of the Supreme Court at Mineola began its

Thomas F. Ryan, capitalist and rail-road director; Samuel Rea, president of the Pennsylvania Ballroad; Charles M. sking for a Grand Jury investigation into the Pennsylvania Ballroad; Charles M. Schwab, chairman of the board of directors of the Bathlehem Steel Corporation; Read and the property of the Bathlehem Steel Corporation; Read and the property of the Bathlehem Steel Corporations; Read and Hudson Company and a director of the Bathlehmer and Ohio, the Eric and many other railroad corporations; Robert A. C. Smith, former Commissioner of Docks and Ferries; Otts H. Cutler, chairman of the board of the American Brake Shoe and Foundry Company, director of the Rumana Iron Works, the Metropolitan Life Insurance Company; at the New York Telephone Company; Morgan J. O'Brien, director of the American Trust Company, the Metropolitan Brake, the Metropolitan Life Insurance Company; at the New York Telephone Company; Morgan J. O'Brien, director of the American Trust Company. Herman A. Metz, one-time Computer of the Gifty of New York and president of the Consolidated Color and Chemical Company and of the Citizens Light, Reat and Power Company of Pennsylvania; (Charles F. MacLean, a director of the New York Board of Trade and Transportation, and Mr. Lidenthal, who is the president of the New York Board of Trade and Transportation, and Mr. Lidenthal, who is the president of the New York Board of Trade and Transportation, and Mr. Lidenthal, who is the president of the New York Board of Trade and Transportation, and Mr. Lidenthal, who is the president of the New York Board of Trade and Transportation, and Mr. Lidenthal, who is the president of the New York Board of Trade and Transportation, and Mr. Lidenthal, who is the president of the New York Board of Trade and Transportation, and Mr. Lidenthal, who is the president of the New York Board of Trade and Transportation, and Mr. Lidenthal, who is the president of the New York Board of Trade and Transportation, and Mr. Lidenthal, who is the president of the New York Board of Tr of holding session to-day if the jury box

A plea from the mother of Robert the gigantic project by means of private capital at a total cost estimated at 2200,000,000. Mr. Lindenthal's plans contemplate a steel suspension bridge continue the manufacturing department is 330 feet long, which is nearly as long as from Washington Square to Forty-second atreet. The great single span termined to abandon. Of course, the

# **GAMBLING CASE**

Speed yesterday in obtaining satisfac-

ing of testimony begins on Monday. The four officials who are on trial are Assemblyman Thomas McWhinney, Sheriff Charles W. Smith, Supervisor G. Wilbur Doughty and Postmaster Thomas A. O'Keefe of Oyster Bay.

# MOTHER'S PLEA SAVES SON.

A BRIEF survey of the activi-

ties of the society will be pre-

sented and there will be an actual

demonstration of the work of the

The Board of Trustees respect-

fully invites all members and

contributors, likewise officers and

members of kindred institutions,

vocational classes.

HORLICK'S

AGED AND RAVELERS

The Old Reliable

MALTED MIL

nearly two hours in presenting arguments for the Government. Mr. Alcorn placed considerable stress on the Wilhemina steamship transaction, claiming that funds to finance the eargo of the vessel were supplied by the German Imperial Government, and that Dr. Heinrich Albert, German financial agent here, financed the project.

The prosecution alleged that when the claim was paid by England on the cargo of the Wilhemina which was seized, the money went to Dr. Albert, who, it was claimed, handled the funds of Herman Sielcken. The defence claims that the Evening Mail was purchased by Dr. Rumely from funds advanced by Herman Sielcken, through Dr. Albert, who had charge of his affairs in the United States while he was living in Germany.

Judge William 1. Grubb took two hours in charging the statutes under which the defendants are charged, and defined the five counts in the indictment. The defendants are charged, and defined the five counts in the indictment. The defendants are charged with conspiring to withhold from the Allen Enemy Custodian information of the alleged German ownership of the Evening Mail.

### STREETS NOT OWNED BY TROLLEY LINES Court Affirms Right of Children to Play in Them.

Court upheld yesterday the right of children to play in the streets in reversing a judgment dismissing the complaint of Frank Bisogno, an infant, and ordering a new trial. Frank, who is 9 years old, was run down and injured by one of the New York City Railway Company's trolleys.

Presiding Justice Clarke, in an opin-

to January 24.

Monday. Judge Haskell suspended seem tence. Herman was found guilty of having a loaded revolver in his possession.

Skull in 11000 of the witnesses are out of the city and that Monesses are out of the city and the city a

City Officials and the public at

Band selections will be rendered

by our justly famous Boys' Band

Mr. Edwin Franco Goldman

Louis L. Firuski, Pres.

large, to be present.

under the leadership of

# RUMELY JURY FAILS TO REACH VERDICT

After Five Hours Deliberation Members Are Taken to Hotel for the Night.

LONG CHARGE BY JUDGE

on concurred in by Justices Merrell and lon concurred in by Justices sterrel and Page, and dissented from by Justices Laughlin and Smith, said: "It should be borne in mind that this accident occurred on the public street and not upon the steam railroad's right of way. It was not negligence per se to be on the roadway, nor even upon the track.

"The child, running south upon the case track might well suppose that no

car track, might well suppose that no motorman would run him down on a clear day and with no obstructing vehicles without a warning."

Through a guardian the boy sued for \$30,000 damages.

# M'GRAW GOING TO CUBA.

Trial for Having Whiskey Put Off

The trial of John J. McGraw, manager and part owner of the New York Glants, charged with violation of the Volstead act, was called yesterday in the United States District Court of Judge Augustus N. Hand and then postponed until January 24 by consent of counsel for both sides. McGraw was indicted by the Federal Grand Jury on Octtober 28, charged with having a bottle of whiskey in his possession at the Lambs Club on the night of August 8, the same night John C. Slawin, comedian, received a fractured skull in front of McGraw's residence.

# ~ the FACTS POLICE HOSPITAL



Because of the Extraordinary Financial and Business Conditions Which Have Developed in the Last Few Weeks, It Has Been Decided to Defer Any Active Campaign for the Police Hospital Fund, and It Is Due the People of New York to Give Them a Presentation of the Facts About the Police Hospital.

THE Police Hospital was officially approved by the State Board of Charities.

THE Police Hospital was given a Charter of Incorporation August 12, 1920, for the following purpose:

TO establish, support, manage and maintain a hospital for the purpose of affording medical support, aid and nursing to sick or disabled persons, primarily to sick or disabled persons who are on active or retired list of the Police Department of the City of New York and their immediate families and depend-

THE Police Hospital is wholly independent of any control of the Police Department, its Commissioner or any of its membership.

THE officers, directors, honorary committee and honorary members include the names of many men prominent in the business and social life of the city and nation. These names in themselves should be an assurance of the successful and efficient management of any under-

THE chairmen of the various Trades Committees are men representative of the industries with which they are associated.

THE project is non-political and non-sectarian.

NEW York has approximately 11,000 policemen.

THE Police Hospital was considered a necessity long delayed, and of the five million dollars estimated as necessary to provide it, approximately three million dollars would be required for the site, the buildings and the equipment; the remainder to be used as an endowment for the maintenance of the hos-

T was determined that this fund would be raised by subscriptions and contributions from the public; no added burden of taxes to fall on the citizens of the city.

T was planned that the designing and equipment of the hospital would be in the hands of architectural and engineering experts, consulting with medical authorities and scientific specialists in this line of work. The architect to be chosen from a competition of prominent architects.

THE services of all persons in connection with the raising of funds, purchase of property, purchase of publicity, were to be rendered free and without any charge-crediting any and all commissions to the fund.

MEMBERS of the force, whether on the active or retired list and their immediate families, were to be entitled to free surgical, medical and clinical service.

MEMBERS of the force were not to be required to go to the Police Hospital when they were sick unless they

FROM the inception of the hospital idea it was decided that the members of the force should not be asked to make house to house canvass for funds or solicit any subscriptions.

THE hospital has been formally endorsed by the Honor Legion (composed of the honor men of the Police Department), Policemen's Wives' Benevolent Association, Patrolwomen's Benevolent Association, Policewomen's Venevolent Association, Policemen's Widows' Benevolent Association, Policemen's Widows' Headquarters Canteen, Detectives' Endowment Association, and by eighty per cent. of the entire force.

THE thought which prompted the originators of this idea was that the hospital would be tendered the Police Force as an expression of the high appreciation, respect and affection which the citizens of New York hold for one of the finest and best organized bodies of men in the world.

T was believed by the originators of the hospital idea that the people of the largest and richest city in America desired to safeguard the guardians of their own welfare, who stand ready without hesitation and without fear to risk their very lives in upholding the law and order of the municipality.

BELOW is the list of Committeemen and officials who had generously proffered both their time and money to

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